

To: Daly, Eric[Daly.Eric@epa.gov]
From: Povetko, Oleg
Sent: Thur 6/16/2016 6:52:23 PM
Subject: RE: News Clips

Eric,

I did get the polrep. Will you send out Action Memo once it is approved?

Oleg.

From: Daly, Eric
Sent: Thursday, June 16, 2016 2:50 PM
To: Povetko, Oleg <Povetko.Oleg@epa.gov>
Subject: Re: News Clips

Thanks. That's remedial. I don't require that. I have an action memo (which one working off a verbal now awaiting approval of action memo) and provide polreps. Daily work orders for my contractors. Did you get the polrep?

Regards,

Eric

"We must, indeed, all hang together, or assuredly we shall all hang separately", Benjamin Franklin
Eric M. Daly
On-Scene Coordinator/Radiological Response Specialist
US Environmental Protection Agency- Region II

ERRD/RPB/PPS
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Edison, NJ 08837
daly.eric@epa.gov
732-321-4350

On Jun 16, 2016, at 12:40 PM, Povetko, Oleg <Povetko.Oleg@epa.gov> wrote:

Hi Eric,

I attached the Wolff plan as an example that you would be more familiar with.

Oleg.

From: Daly, Eric
Sent: Thursday, June 16, 2016 10:44 AM
To: Povetko, Oleg <Povetko.Oleg@epa.gov>
Subject: RE: News Clips

Hi Oleg. What do you mean by work plan?

From: Povetko, Oleg
Sent: Thursday, June 16, 2016 10:24 AM
To: Daly, Eric <Daly.Eric@epa.gov>
Subject: FW: News Clips

Eric,

See below the article on NFB. Is there a workplan for removal?

Oleg.

From: Rodriguez, Elias **On Behalf Of** Region2 PAD News
Sent: Thursday, June 16, 2016 9:25 AM
To: R2 EPA Region 2 (EPA Staff) <R2_EPA_Region_2_EPA_Staff@epa.gov>
Subject: News Clips

Times Union: GlobalFoundries cordons off site after cylinders found where rockets were tested in Cold War era

Discovery at Fab 8 came at Cold War-era rocket and arms testing site

By Larry Rulison

Updated 10:44 pm, Wednesday, June 15, 2016

Malta

GlobalFoundries closed off some parking, a construction entrance and an access road at its Fab 8 computer chip factory in Saratoga County after dozens of steel cylinders were discovered last week buried on land nearby that used to be a government rocket and weapons test site.

The U.S. Environmental Protection Agency, which is investigating the site, recommended that GlobalFoundries take the precautionary measure, even though the buried canisters were found 500 feet from the GlobalFoundries parking lot and are not believed to contain any explosives. The site is a mile from the closest home.

The cylinders were discovered June 6 by a contractor, not related to GlobalFoundries, that was cleaning up land owned by the Luther Forest Technology Campus for redevelopment. The closures took place Tuesday.

"We were aware of the ongoing remediation activities on property owned by the Luther Forest Technology Campus, which is adjacent to our site," GlobalFoundries spokesman Steven Grasso said. "During the remediation, several metal cylinders were found that need to be removed. To accommodate the removal efforts and to satisfy EPA protocols, the EPA requested that we establish a perimeter for the safety of employees and construction workers until the work is complete."

Fab 8 is located within the Luther Forest Technology Campus, a 1,400-acre business campus off Route 9 in Malta that was once home to the so-called Malta Rocket Fuel Area opened in 1945 for rocket and weapons testing by the government and its contractors.

GlobalFoundries owns more than 200 acres that it purchased from Luther Forest in 2008 to build the factory. It employs about 3,000 people. It is the only company so far to move to Luther Forest, which has a network of roads, hiking trails and ball fields.

Malta Rocket Fuel Area, in the middle of the Luther Forest Technology Campus, was named a Superfund site in 1987. GlobalFoundries built on land that was not part of the original test site and had been used mostly for logging over the years. The cylinders were located in the northeast corner of the Malta Rocket Fuel Area, the EPA said, close to the farthest out parking lots at Fab 8.

Grasso said the parking lot and road closures did not impact chip production and no employees had to leave the campus because of the discovery. The closures included an access road called South Entrance Drive and the construction entrance on Cold Springs Road known as Wafer Way. Portions of the gravel parking lots were also closed.

The EPA said in a Wednesday flier that it believes that the cylinders are not explosives but were "vessels used to collect quality assurance samples" while the test site was in operation. An EPA spokesman could not immediately be reached for comment.

The EPA flier said that while the EPA does not know what is contained in the 34 vessels, about 20 of which have holes, it does not believe that they "pose an imminent risk" if not disturbed. However, the agency is in the process of bringing a specialized locker to the site this weekend or next to place the containers in while a decision is made on what to do with them over the long term.

Malta Supervisor Vincent De Lucia said Wednesday he was assured that the EPA secured the site and that it did not pose a risk to local residents. He said that GlobalFoundries or the EPA would have alerted the town's emergency management officials had the situation required it.

"It's in the hands of the EPA," De Lucia said. "And they've closed off the road into the area while they complete their investigation. This is strictly a proactive security measure, and it's in a very small amount of space."

PHOTOS:

The parking lot at Fab 8, the computer chip factory in Saratoga County operated by GlobalFoundries.

GlobalFoundries' Fab 8 campus in Malta, where computer chips are made around the clock, employs roughly 3,000 people.

GlobalFoundries' Fab 8 campus in Malta employs roughly 3,000 people.

test site at Luther Forest in Malta, N.Y., Thursday Dec. 20 2012. (Michael P. Farrell/Times Union)

A former munitions test site at Luther Forest in Malta, N.Y., Thursday Dec. 20 2012. (Michael P. Farrell/Times Union)

WNYT Albany: Potentially explosive cylinders found outside GlobalFoundries

Created: 06/15/2016 5:39 PM

MALTA - Construction near a GlobalFoundries parking lot has been suspended while the EPA investigates the discovery of dozens of potentially explosive cylinders.

Thirty four metal cylinders were found buried near the Malta test station property.

The area was part of the now shuttered Malta rocket fuel area.

That's where the United States government used to develop and test rockets and weapons.

The nearest homes are about a mile away.

The EPA does not believe the cylinders pose an imminent threat as long as they're not disturbed.

They're now working to place them in a specialized containment locker.

That should be in place either this weekend or next week.

Road to GloFo closed after metal cylinders found

Unknown contents a concern, but no immediate danger seen

Daily Gazette

By Stephen Williams

June 15, 2016

MALTA — Metal cylinders with unknown contents were found last week in a former military research area at the Luther Forest Technology Campus, the U.S. Environmental Protection Agency said Wednesday.

A road leading to GlobalFoundries has been temporarily closed as a precaution, as well as two parameter parking lots at the computer chip plant.

While their contents are unknown, EPA is treating the containers as potentially explosive, since volatile chemicals were used during rocket testing; weapons testing was also done on the property.

Most likely, though, the EPA believes they were vessels used to collect quality assurance samples during the rocket fuel testing years. The area is commonly known as the Malta Rocket Fuel Area.

The area where the 34 cylinders were found is within about 500 feet of the parking lot for the \$12 billion GlobalFoundries Fab 8 complex, where 3,000 people work.

“Out of an abundance of caution, the EPA has recommended that the guard gate, access road and a portion of the GlobalFoundries parking lot closest to where the cylinders are located be temporarily closed,” the EPA said in a statement.

GlobalFoundries has complied.

The campus access road on the south end of the site, the construction entrance on Cold Springs Road, and the county roadway connecting the main entrance to Luther Forest Boulevard were closed, and two gravel parking lots and part of a third have been closed, said company spokesman Jason Gorss.

“While we have not received a firm removal timetable, the EPA has indicated that the work will last into next week,” Gorss said.

The nearest residences are about a mile away.

The cylinders were found on the northeast part of the former Wright-Malta property, which was used for experimental rocket fuel testing for about 15 years after World War II. Parts of the 165-acre property were also used for weapons testing for the Watervliet Arsenal until the 1990s.

The EPA oversaw a \$3 million Superfund cleanup in the early 1990s that focused primarily on remediating chemicals spilled during the rocket fuel testing era.

The property is now part of the Luther Forest Technology Campus, and campus officials have been studying it for possible redevelopment.

The EPA statement said an electromagnetic survey was done in May as part of the redevelopment research, because of concerns there might be buried munitions or other military items. The survey revealed anomalies. That led to the discovery of the 34 stainless steel cylinders of various sizes, up to 12 inches in length. Twenty of the cylinders had holes in them, the EPA said.

The cylinders were buried one or two feet under the ground, EPA officials said.

Experts hired by the EPA believe there is no immediate risk if the containers are not disturbed, but recommended the cylinders be placed in a specialized containment locker while a long-term plan is developed.

EPA officials said they expect the locker to be in place this weekend or next week.

Plan unveiled for source of contaminant in 9,800-acre Warren County Superfund site

Lehigh Valley Live.com

By Kurt Bresswein

June 16, 2016

The U.S. Environmental Protection Agency on Wednesday unveiled a proposal to reduce contamination at a primary source of a 9,800-acre plume of groundwater contamination in Warren County.

The new deep-soil vapor extraction system proposed at the Pohatcong Valley Groundwater Contamination Superfund site aims to reduce levels of trichloroethylene (TCE) in the area of the former American National Can facility in Washington Township, the primary source of this contaminant on the site.

Groundwater and soil in the Superfund site comprising parts of Washington and Franklin, Greenwich and Washington townships are contaminated with both TCE and perchloroethylene (PCE), both of which can have serious health impacts including liver damage and increased risk of cancer, according to the EPA.

EPA officials are accepting public comment through July 15 on the new multimillion-dollar proposal. A public meeting is scheduled to explain the plan at 6:30 p.m. Tuesday, June 21, at the Washington Borough Municipal Building, 100 Belvidere Ave.

Superfund, also known as the National Priorities List, is a federal program designed to clean up the nation's worst-polluted properties. The EPA administers the program, and seeks private funding for remediation by parties deemed responsible for the pollution, rather than passing the cost onto taxpayers.

Two parties in the settlement say they are ready to get to work fixing a contaminated area of Warren County.

"The EPA plan advances the cleanup and will help protect people's health," EPA Regional Administrator Judith A. Enck said in a news release about the new proposal. "The area beneath the former American National Can facility is a continuing source of chemical contamination that will be addressed in this part of the cleanup."

The EPA added the Pohatcong Valley site to the Superfund program in 1989, after TCE and PCE — both considered volatile organic compounds — were detected in the 1970s in two public water-supply wells, on Vannatta Street and Dale Avenue in Washington.

Site-cleanup efforts have already addressed a large area of groundwater contamination in Washington that is served by a public water supply. For this part of the site, the EPA finalized a 2006 plan to pump out the contaminated groundwater and treat it using a technology that strips out the pollutants by blowing air through the contaminated water to separate out the chemicals. The resulting clean water is pumped back into the ground.

This groundwater extraction, treatment and re-injection system has been built and has been operating at the site since March. The EPA is also using this pump-and-treat remedy for a portion of the groundwater that is primarily contaminated with PCE as well as relying on natural processes to further the cleanup at the site.

Another part of the site cleanup includes contaminated groundwater in Franklin and Greenwich townships. There is no public water supply currently available in most of this area, and drinking water wells that are impacted by contamination have received individual treatment systems to provide clean drinking water, according to the EPA. For this area, the agency says it is requiring the construction of water lines to provide potable water, and engineering design for this part of the project is ongoing.

Superfund, the United States' program for cleaning up the nation's worst polluted properties, is 35 years old in 2015.

Investigators traced the source of the PCE contamination to the former Tung-Sol Tubing facility.

"TCE is by far the main groundwater contaminant" throughout the Superfund site, with the American National Can site pinpointed as "the primary source of that TCE," federal environmental officials say.

The facility has a long history of industrial use under prior owners and operators, and is currently owned and operated by Albéa Americas Inc.

Under the new proposal:

"The EPA is proposing the continued use of an existing system that removes harmful chemicals from shallow soil beneath the industrial building at the site by extracting them in vapor form with a vacuum and then filtering the vapors through carbon filters to remove contaminants. For deeper areas of contamination, the EPA is proposing the installation of a similar system between 30 to 100 feet beneath the facility.

"Throughout the cleanup, sampling, monitoring and further studies will be conducted to ensure the effectiveness of the remedy. If necessary, the EPA proposes using a heating process in areas of the soil that are highly contaminated that moves harmful chemicals toward wells where the chemicals are collected and piped to the surface to be treated using other cleanup methods. Some chemicals are destroyed underground during this heating process."

Without the additional thermal treatment, the proposal would cost \$7.8 million, require 2 1/2 years to build and take an estimated 10 years to achieve the EPA's remedial action objectives.

With the thermal treatment, the proposal would cost \$12.7 million and take four years to build, with desired results still 10 years off.

By doing nothing, the soil contamination would remain "and would continue to serve as the source for groundwater contamination and for vapor intrusion. Human health would be at risk from vapor intrusion," the EPA says.

Jeff Tittel, director of the New Jersey Sierra Club, applauded the EPA's proposal but said if it doesn't work, the agency "needs to be prepared to do a full clean-up."

"We are glad to see EPA taking action to remove hazardous chemicals from the American National Can facility," Tittel said in a statement. "TCE and PCE are a major problem in wells across the country."

WEIGH IN

Written comments may be mailed or emailed to:

Michelle Granger, Remedial Project Manager

U.S. Environmental Protection Agency

290 Broadway

New York, NY 10007

212- 637-4975

granger.michelle@epa.gov

LEARN MORE ABOUT THE PROPOSAL

Having trouble viewing the following content? Visit epa.gov for more details on the plan.

Pohatcong Valley Groundwater Contamination Superfund site proposal

PHOTOS: The former American National Can facility in Washington Township is the source of trichloroethylene (TCE) contamination in the Pohatcong Valley Groundwater Contamination Superfund site in Warren County, according to the U.S. Environmental Protection Agency. The site has a long history of industrial use under prior owners and operators, was previously owned and operated by Pechiney Plastic Packaging Inc. in the 1990s, and is currently owned and operated by Albea Americas, Inc. (Lehighvalleylive.com file photo)

Plans unclear for polluted Ford site in Ringwood

BY SCOTT FALLON

THE RECORD

June 16, 2016, 1:21 AM

RINGWOOD — The fate of the Ford Superfund site remains unknown almost a month after the Borough Council decided to temporarily suspend a controversial plan that would leave tons of contaminated soil under a barrier.

U.S. Environmental Protection Agency officials said they are still evaluating the move by the council and didn't know how it would affect the timeline for the cleanup plan the agency is overseeing.

The EPA approved the capping plan last year over its earlier recommendation to excavate and remove 166,000 tons of contaminated material at the O'Connor Disposal Area, one of three major places that Ford contractors dumped toxic paint sludge from its Mahwah auto assembly plant almost 50 years ago.

But the EPA's approval is contingent solely on the borough following through on plans to place a barrier over the contamination and build a recycling center on top of it. If there is no recycling center at the former dumping grounds off Peters Mine Road, the EPA would revert to the excavation plan — which would cost Ford and the borough \$25.7 million more than the barrier plan.

Proposed by the borough three years ago and paid for by Ford, the recycling center at O'Connor has been criticized by residents and environmentalists who want to see all of the pollution dug up and hauled out of town. Those who live closest to the site include many Ramapough Native Americans, who say the pollution has made them sick and has caused premature deaths.

In a move that surprised many, the Borough Council voted unanimously at its May 17 meeting to suspend work on the recycling center until the EPA completes an investigation of a dangerous chemical found recently in groundwater and a brook at the site. Borough officials said they want to know the source and prevalence of 1,4-dioxane, a probable carcinogen, at the site before deciding what to do with the recycling center. Some samples came back with 1,4-dioxane as high as 100 times the state groundwater standard.

In response to questions from The Record, EPA officials said last week they could wrap up their investigation into 1,4-dioxane by the end of the year or in 2017.

Borough Manager Scott Heck said Wednesday he's willing to keep the recycling center plans in limbo until then.

"We want a full understanding before we make a decision," he said. "That's one of the reasons why I objected to the EPA separating the groundwater study from the land portion of the site. There was always the chance new evidence could come forward that would change things."

Heck said he was ready to send in checks for various permits for the recycling center when the council, on his recommendation, voted to suspend work.

The council also voted to authorize Heck to ask the EPA to exempt it from liability at O'Connor. Ringwood claims that the land was an "involuntary acquisition" by the borough resulting from a 1981 tax foreclosure. Heck said he planned to send a letter to EPA within the next few weeks.

The council's moves have not halted a petition drive by some residents who want to force a public vote this November to stop the recycling center from being built.

EPA officials said the suspension of work at O'Connor would likely not affect cleanup plans for the site's two other areas: Peters Mine Pit, which will be capped after 22,000 tons of soil and debris are removed, and Cannon Mine Pit, which will be capped.

News 12

Film studio facing eviction amid Gowanus Canal cleanup

June 15, 2016 6:30 PM

The city's proposed cleanup of the Gowanus Canal could cause the eviction of Eastern Effects Studios. (6/15/16)

GOWANUS - The city's proposed cleanup of the Gowanus Canal could cause the eviction of Eastern Effects Studios.

Levy says that in April he received a letter from the city threatening to shut down the film studio so that they could use the land as a construction site for the proposed cleanup of the canal.

"We spent every last dollar that we had and every last ounce of energy we had creating the space, so we were distraught, despondent. I didn't know exactly what to do, and I feel like I've been fending for my life ever since," says Levy. "We want to make it clear that we are not going anywhere without a viable option."

Eastern Effects Studios currently serves as the set for the FX show "The Americans" and provides jobs for hundreds of people in the film industry.

News 12 reached out to the city's Department of Environmental Protection and was told that they're working with the studio to find the best path forward, but they say their plan to use the studio would minimize "any disruption to one of the few playgrounds and swimming pools in the neighborhood while ensuring the ambitious cleanup of the canal that the community has worked so hard to achieve."

Levy's next step is to take the more than 2,300 letters of support for Eastern Effects Studios to City Hall.

ABC News Local

Push to save Eastern Effects movie studio in Brooklyn from being demolished

By Tim Fleischer

Wednesday, June 15, 2016 05:38PM

GOWANUS, Brooklyn (WABC) --

There is a push to save a movie studio in Brooklyn, and hundreds of jobs.

New York City says it needs a building leased by Eastern Effects to help clean the bordering, toxic Gowanus Canal.

Thousands of letters were delivered to City Hall Wednesday.

Right next to the Gowanus Canal, an EPA Superfund site planned for cleanup, sits the Eastern Effects movie studio, where elaborate sets for the television show "The Americans" fill several of the large sound stages.

"Our studio is slated for demolition," said studio founder Scott Levy.

Levy says the building and another he rents could be lost under a plan by the city to use two large parcels in the canal's cleanup.

"It took us five years to find the site, six months to lease it, and three more to build it. That's eight and a half years before we opened the door," said Levy.

The main studio building, he says, would be demolished for a truck staging area.

A second building rented out for writers would be leveled for a large sewage tank needed for cleanup.

Putting the tanks under a neighboring park was met with opposition, a city DEP spokesperson saying, "It minimizes any disruption to one of the few playgrounds and swimming pools in the neighborhood."

But the studio and its workers, like stage manager Kyle McGroary, believe 250 jobs could be lost.

"I'm very nervous about the potential job hunt for me in the current job market that's out there," said McGroary.

While studio officials say "The Americans" will continue to be filmed there, the prospects for new shows in future years is uncertain.

"Our building will be less attractive knowing that a TV show might not finish their entire run here," said studio manager Phil Warren.

Other movie industry companies have written letters of support which were delivered to the mayor, including letters from actors.

"This is Edie Falco speaking, 'I know first-hand how difficult it is to find studio space'", said Levy.

A DEP spokesperson says, "The city is substantively engaged with Eastern Effects, continues to look at all possible staging sites..to find the best path forward."

Eastern Effects Owner Rallies Outside City Hall in Defense of Studio

Scott Levy wants the city to leave his studio alone while cleaning the Gowanus Canal.

By John V. Santore (Patch Staff) - June 15, 2016 6:09 pm ET

GOWANUS, BROOKLYN — A visibly emotional Scott Levy, the owner of Gowanus film studio Eastern Effects, took to the steps of City Hall on Wednesday to call for the city to leave his business alone while the Gowanus Canal is cleaned.

"I can't thank you enough for supporting what we've built," Levy said tearily to a group of backers, including members of the film industry, who had joined him at the gathering.

The long-planned cleanup of the Gowanus Canal and its adjacent land, saddled with decades of environmental pollution, is now expected to begin in 2020, according to the city's Department of Environmental Protection (DEP).

As part of that effort, the city wants to build an eight-million-square-foot storm water and sewage retention tank under a property next to Levy's, a job expected to take six years. The tank will prevent raw sewage from pouring into the canal during storms.

City officials have said they need to stage workers and equipment next to the site, and think 270 Nevins St., the property Levy leases for Eastern Effects' sound studio, is the best way to limit the impact of construction on the community (though some locals remain unconvinced).

Staging there would also guarantee the property would have toxic waste removed from its soil, officials say, something that may not happen if another location is used.

Even so, DEP official Eric Landau recently told a group of Community Board 6 members that the location of the staging area is still up for discussion. He also said that the city would be eager to help Levy relocate Eastern if its site is chosen.

But on Thursday, Levy doubled down on his past calls for the city to find another spot where it can stage workers.

Levy says he's poured \$5 million into the sound studio, and that it provides about 200 union jobs during shoots, including filming for the popular TV show "The Americans."

On Wednesday, he delivered 2,300 letters to City Hall asking for 270 Nevins St. to be protected. Almost all of the letters were from New York City residents, according to a spokesman.

One of the missives shared with the press came from Jay Roewe, the senior vice president of West Coast productions for HBO.

"A record number of scripted television series were filmed in the City in 2015," Roewe wrote. "However, the number of soundstages has not been able to keep pace with the overwhelming demand. The closing of a production studio will make it even more difficult for companies like mine to find space to produce in New York City."

Kenneth Emker, a salesman for Matthews Studio Equipment, said he has done business with Levy for 20 years.

If Eastern closed, "it would really hurt us," Emker said, adding that he would expect "a couple years downturn" for Matthews.

"I just want to support them," he said, referring to Eastern. "What they've built is remarkable."

Pictured: Scott Levy speaks Wednesday on the steps of City Hall. Photo by John V. Santore

Niagara Gazette

EPA cleaning up radioactive material at NF Blvd. site

AGENCY: Initial work to clear vegetation from wooded lot, additional tests for gamma radiation planned.

By Philip Gambini

June 15, 2016

The EPA has announced it will remove radioactive materials from the parking lot of the Rapids Bowling Center at 9524 Niagara Falls Blvd. and surrounding area as part of a "short-term cleanup."

The Environmental Protection Agency has announced it will perform a "short-term cleanup" of radioactive material in the parking lot of a bowling alley and a neighboring building supply business on Niagara Falls Boulevard.

The EPA tested the area in 2013 and 2014 and determined that material contaminated with radiation was located beneath the asphalt parking lot shared by the Rapids Bowling Alley and the Greater Niagara Building Center next door. EPA officials point out that the occupied interior space of the bowling alley, located at 9524 Niagara Falls Blvd., is not contaminated.

The announcement is the latest for a property that has been eyed by regulators since the late 1970s, when local and state officials reported no public health threat at the site despite identified underground concentrations of uranium, thorium and radium, commonly called "radioactive slag" by the EPA.

EPA officials said Wednesday they will continue to inform the public of all planned actions at the site.

A radiation survey of the area conducted last summer found elevated gamma levels in several areas within the building supply center, a former Dunn Tire now operating as the Greater Niagara Building Center. The biologically hazardous, high frequency electromagnetic radiation appeared in areas near add-ons to the original structure that were constructed on top of the parking lot.

Though the site was deemed non-hazardous decades ago, future owners and state oversight agencies were warned that the surface integrity of the parking lot was to be maintained "so that the radioactive aggregate material remains fixed in place," former state Commissioner of Health David Axelrod wrote in 1979.

Axelrod's letters said proposed changes to the physical condition of the property must be reported to the state department of health. Nonetheless, fuel tanks buried at the former Dunn Tire location were removed in January 2001, according to documents obtained by the Niagara Gazette in 2006.

The work was done without notification, which a state health department spokeswoman, Claire Pospisil, said at the time was not a case of disobeying a DOH order, calling Axelrod's warnings more of a "directive."

The initial work announced by the EPA will focus on clearing vegetation from the wooded lot behind the bowling alley and building supply center. This area will be assessed for elevated gamma radiation and used as work areas for the cleanup, EPA officials said.

The second phase of work will be removal of material from the identified areas of the building supply center. Excavated material will be replaced with clean material and a new concrete floor will be installed.

Later, the contaminated material beneath the asphalt parking lot outside of the buildings will be removed, replaced with clean fill and repaved.

According to an EPA release, it's believed that in the early 1960s, "slag" – a glass-like, granulated industrial by-product enriched with low level, naturally radioactive elements – was used as fill material on both the bowling alley and building supply center properties prior to paving.

The testing in 2014 concluded that the site did not meet the minimum criteria necessary to be placed on EPA's "National Priorities List," a list of hazardous waste sites in the U.S. which are eligible for long-term cleanup financed under the federal Superfund program.

The decision to re-evaluate the site in 2006 came after the state health department was confronted with issues raised by a local researcher.

Former tourism advocate Lou Ricciuti pointed to a 2005 National Academies' National Research Council report which said even low levels of radiation are likely to pose some risk of health effects.

He also noted the role of many sites in the Niagara area which handled nuclear materials, information that was not revealed when the initial site evaluation was completed in the late '70s.

After the DEC was notified that work crews discovered soil had been contaminated around the withdrawn tanks in 2001, environmental officials then required the creation of a remedial plan to address the contamination near the former tank sites. Thereafter a representative of the county health department contacted the DEC about the radioactive contamination, spokesperson Maureen Wren said in 2006.

State health officials did not level any sanctions to the property owner's work in 2006.

The initial 1979 letter from Axelrod, which first laid out conditions for future property use, also promised the state would provide for a permanent solution to the matter following its original study.

Calls seeking comment from surrounding business owners and the operators of the bowling center were not returned.

Courtesy of the EPAA look at the full cleanup site on Niagara Falls Boulevard.

JUNE 16, 2016, 12:32 AM

Northwest Bergen school districts test water supplies for lead

BY MARSHA STOLTZ

MANAGING EDITOR |

FRANKLIN LAKES - OAKLAND SUBURBAN NEWS

Many area school districts are not waiting for a state law to take effect to begin testing their water supplies for lead, and most initiated on-premises inspections this spring.

While two of those districts — Waldwick and Mahwah — remediated elevated lead levels as a result of their tests, another — the Ramapo/Indian Hills Regional High School district, serving students in Grades 9-12 Franklin Lakes, Oakland, and Wyckoff — has deferred testing.

"We have received competitive quotes, but are waiting for final regulations and guidance to be issued by the state before moving forward with the tests to make sure any tests are in compliance with what may be required," said Business Administrator Frank Ceurvels.

Ceurvels said the district has taken the preliminary precaution of flushing the sources of water each morning to remove any water that has been standing in the pipes for long periods of time.

"We also have a number of faucets that already have lead filters installed," he said.

Lead pipes concern

News of the water crisis in Flint, Mich., in which cost-cutting measures led to tainted drinking water containing lead and other toxins, began raising awareness of the issue. While a new pipeline connecting the city with Lake Huron was under construction, the city switched its water source to the Flint River. But because the water in the river hadn't been properly treated, lead from aging service lines began leaching into the water supply.

Then, in March, 30 of 67 schools in Newark shut off their water following the discovery of high lead levels. Soon afterward, other New Jersey schools started lining up for testing.

"Schools are being proactive," said Heather McKeever, lead inspector for Environmental Testing Consultants, who did the lead testing for the Waldwick K-12 district. "They're anticipating the state testing, but they are also trying to provide answers for their parents. It's a little of both."

Oakland schools Superintendent Dr. Gina Coffaro said the district "has always tested its water every few years."

"But when we saw in the news what was occurring - we wanted to be very proactive and have our water tested again ahead of schedule," Coffaro said.

Testing — and questions from parents — have accelerated as a number of area schools have also reported finding elevated levels of lead in their systems, including those in Bogota, Pascack Valley, Bergenfield, Fort Lee, Leonia, Saddle Brook and Wanaque.

"The problem arises not from municipal water supplies, which are tested regularly, or from district wells, which are also tested, but from the leeching of lead from pipe solder after the water enters the building," said Frank Belluscio, deputy executive director for the New Jersey School Boards Association.

Lead was not outlawed for use in water pipes until 1986, making it difficult or impossible for most building owners to determine how much of their water is at risk without testing.

According to the Environmental Protection Agency, even low levels of lead in the blood of children can result in behavior and learning problems, lower IQs and hyperactivity, slowed growth, hearing problems, and anemia. The EPA says lead concentrations in drinking water should be below 15 parts per billion.

Remediation

Districts whose tests showed lead levels below state standards and required no remediation include Ramsey, Wyckoff, Oakland and Franklin Lakes.

Waldwick and Mahwah school districts, however, have found some elevated lead levels after testing.

Waldwick Superintendent Paul Casarico sent a letter to parents outlining the results. "No evidence of elevated levels of lead" were found at Crescent, Traphagen and the middle school, he told them.

"At the high school there were two sources found to be above the recommended levels: a sink in science lab Room 308 and the water fountain outside the cafeteria," Casarico said.

In both cases, said Casarico, the water was immediately turned off.

NYT

De Blasio's \$325 Million Ferry Push: Rides to 5 Boroughs, at Subway Price

By PATRICK McGEEHAN

JUNE 15, 2016

With New York City's subway trains jammed to capacity and more people than ever pouring into neighborhoods outside Manhattan, Mayor Bill de Blasio is embarking on an ambitious and expensive plan to create a fleet of city-owned ferryboats that would crisscross the surrounding waterways and connect all five boroughs.

At a cost of more than \$325 million, Mr. de Blasio's expansion of ferry service would be one of the biggest bets any city in the world has made on boats as vehicles for mass transit. The mayor predicts that the ferries would carry 4.5 million passengers a year, about twice as many riders as San Francisco's ferry system handles.

Mr. de Blasio has promised New Yorkers that ferries will start running on three new routes, serving South Brooklyn, and Astoria and the Rockaways in Queens, by the end of June 2017, four months before he would stand for re-election. Additional routes to the Lower East Side of Manhattan and to Soundview in the Bronx will be added in 2018.

"Our aim is to make this thing as big as possible," said Alicia Glen, the city's deputy mayor for housing and economic development. "No guts, no glory."

"We're still living with the footprint of an early-19th-century transit map that didn't contemplate the kind of job growth we're seeing along the waterfront," Ms. Glen said. The administration, she said, is trying to create a transportation network for "the new New York."

The city has already spent \$6 million on four commuter boats in 2016 and could own more than 30 in a few years. Mr. de Blasio also plans to spend at least \$85 million to create 13 additional landings for the ferries and a home port for them at the Brooklyn Navy Yard.

But the mayor has raised the stakes in ways few other places have by pledging that a ferry ride would cost the same as subway fare, \$2.75. That is a departure from San Francisco; Sydney, Australia; and other cities where extensive commuter-ferry systems have long operated. They tend to charge more to ride ferries than buses or trains, and their ferry fares are based on the length of the trip.

The one-fare plan fits with the liberal agenda of Mr. de Blasio, who has championed "transit equity" for all New Yorkers. To fulfill the mayor's promise, the city will have to contribute a substantial operating subsidy, a commitment that several of his predecessors were unwilling to make.

Mr. de Blasio's former rival for the mayor's job, Christine C. Quinn, applauded his embrace of ferries as a form of mass transit. "There's a little bit of a whimsical, historic notion of ferries; they seem to be a lot more fun than other modes of transportation," said Ms. Quinn,

the former City Council speaker. "You don't want ferries to just be the fun, fancy transport of people with money."

Of course, New York's waters were once clogged with ferries. In the early 1900s, when there were few bridges and no car tunnels, as many as 147 boats carried people across the Hudson and East Rivers.

The only vestige of that era is the Staten Island Ferry, nine hulking boats that make regularly scheduled point-to-point crossings of New York Harbor. For routes from Brooklyn and Queens, city officials have largely relied on private companies operating their own ferries to deliver workers to Manhattan every weekday.

City officials have been leaning on Hornblower Cruises and Events, the San Francisco-based company they chose in March to operate the service, to order the boats it will need. Hornblower, which runs cruises to the Statue of Liberty, has settled on a design for 149-passenger boats and is negotiating with a few boatyards around the country to build 18 of them, at a cost of nearly \$4 million each.

"One of the challenges is to stand up a new fleet," said Terry MacRae, Hornblower's chief executive. "But it's better than bringing a bunch of widows and orphans together," he said, alluding to the alternative of rounding up a group of used boats.

Cameron Clark, who is overseeing the start of the ferry service for Hornblower, said the 85-foot boats were designed by Incat Crowther, an Australian company, to be fuel-efficient and spacious. The first of them are scheduled to be completed early next year, he said.

"They will have all the 21st-century stuff," Mr. Clark said, including Wi-Fi and power outlets for laptop computers.

Maria Torres-Springer, the president of the city's Economic Development Corporation, said Hornblower was chosen primarily for its experience in starting ferry services around the country, as well as on the Canadian side of Niagara Falls. The company, however, has limited experience with helping commuters get to and from work every day, though city officials said that did not weigh heavily against it.

The city's choice of Hornblower stirred some controversy, including warnings from another ferry operator, New York Water Taxi, that it would go out of business after losing its bid for the city's contract.

Billybey Ferry, a part of the New Jersey-based New York Waterway, has been operating the subsidized East River Ferry service for the city since 2011. That service will be integrated into the citywide system after this year and will be operated by Hornblower at a reduced fare equal to a MetroCard swipe, city officials said.

Paul Goodman, the chief executive of Billybey, said his company was "disappointed to lose the bid." But, he added, "We're still big believers in the expansion of ferry service and we hope that it's a success."

Mr. de Blasio announced that the home port for the expanded service would be a pier in the Brooklyn Navy Yard. But that pier is so dilapidated that it may not be rebuilt before

2018, Ms. Glen said. If the city-owned service starts next summer, as scheduled, the home port is likely to be in New Jersey at first, Ms. Glen said. The city's ferry system, however, will not serve New Jersey.

Photo Passengers packed into the L train station at Union Square in April. City officials hope that expanded ferry service will relieve the overburdened subway system. Credit Sam Hodgson for The New York Times

"Homeporting is a terrific benefit of the system," Ms. Glen said, adding that it would create jobs in Brooklyn and save on fuel costs. "If that takes another nine months, that's not the priority."

Hornblower will need nine boats to cover the three new routes, none of which it has now.

Mike Anderson, former chief executive of Washington State Ferries, which runs a large fleet of ferries in the Seattle area, said that to have that many boats built would normally take a few years. But Hornblower hopes to cut that schedule to one year by using three or more shipyards, including two on the Gulf Coast, Mr. Clark said.

"That's a bit of a heavy lift," said Mr. Anderson, an executive with KPFF Consulting Engineers who consulted with New York City on its plan. "Everything has to go right and they need to get started pretty soon."

City officials have made provisions for delays in the production of new boats, allowing Hornblower to charter additional boats to get the service started.

The city estimates that it will cost about \$70 million to have 18 ferries built. Once they are done, the city plans to buy them from Hornblower, which will operate them for six years, with a possibility of renewing the contract for an additional five years.

Ms. Glen said the city was employing "good, smart economics" in deciding to own the boats. "If, for some reason, Hornblower doesn't perform," she said, the city would either find another operator or run the system itself, as it does for the Staten Island Ferry. And, she added, "even if the service weren't to be that successful, the city will have hard assets" that it could sell to recoup some of its investment.

Before the service begins, Ms. Torres-Springer hopes to find one or more sponsors for it similar to the Citi Bike bike-sharing program. But, she added, it would be premature to call the ferries Citi Boats.

Photo A pier at the Brooklyn Navy Yard, which will eventually be the home port for the expanded ferry service that the city is starting in 2017. Credit Eric Thayer for The New York Times

Photo Mayor Bill de Blasio in March announcing that Hornblower Cruises and Events, a San Francisco-based company, will operate the ferry service. Credit Uli Seit for The New York Times

Photo A design for a proposed Hornblower ferry. Credit Incat Crowther

NYT

Rockefeller University Starts Its Expansion Over a Busy Highway

By SAMANTHA SCHMIDT

JUNE 15, 2016

Photo As part of the expansion of the Rockefeller University, a crane moved the first of several structures into place above the Franklin D. Roosevelt Drive early on Wednesday. Credit Benjamin Norman for The New York Times

When the Rockefeller University in Manhattan wanted to expand its campus, it bumped up against the same problem other developers in the jam-packed city face: a lack of space.

Crammed hard against the Franklin D. Roosevelt Drive from 62nd Street to 68th Street on the Upper East Side, the university had limited space for new construction and no real estate was available on any edge of its property. So the university looked again to its border with the F.D.R. Drive, and building over it became the best option, said Timothy O'Connor, the executive vice president of Rockefeller.

"This is the only way that the acreage of the university was going to expand," Mr. O'Connor said. "It was the most creative approach."

The \$500 million project, called the Stavros Niarchos Foundation-David Rockefeller River Campus initiative, will straddle the busy highway and will include adding a two-story building as well as two acres to the 14-acre campus. The university also plans to repair the sea wall along the East River and improve the public esplanade adjacent to the campus, according to its website.

"It's a very challenging project," Mr. O'Connor said. "It gets everyone's creative juices flowing."

He said Rafael Viñoly Architects, the firm working on the project, designed a building that is "utterly anti-New York" because it is horizontal, not vertical. The horizontal structure should encourage collaboration between laboratories and faculty members, he said.

With fewer points of support than a traditional vertical structure, building over the F.D.R. Drive was more expensive and technically challenging, Mr. Viñoly said.

"How do you create a significant expansion in a place like Manhattan?" Mr. Viñoly said. "It's a clever way of dealing with the question of having a very limited footprint on the island."

Photo Construction workers on a barge in the East River. Credit Benjamin Norman for The New York Times

Building over the highway meant taking advantage of the air rights, which the university has

owned since 1973, and represents a “new frontier in the world of development and construction” especially in New York, said Curt Zegler, the project executive for Turner Construction, which is working on the expansion. With rising demand for real estate and scarce access to land, Mr. Zegler said developers often looked to use a property’s air rights.

On Wednesday morning, the first of 19 metal structures was hoisted from the East River and placed onto three columns over the F.D.R. Drive. The structure, weighing 800,000 pounds, was lifted by the Chesapeake 1000, the largest marine crane based on the East Coast.

Scientists peered through laboratory windows, and university staff members snapped photos from rooftops as they watched the floating crane work.

“The east skyline of New York City is completely changing,” said David Moskovich, 21, an intern with Lehrer L.L.C., a construction consulting firm for the project. He was among 25 people perched on a campus rooftop.

“The whole thing is a feat in modern engineering,” Mr. Moskovich said.

The yellow, red and white boom on the Chesapeake 1000 can reach as high as a 21-story building and carry up to two million pounds. The heaviest metal structures for this project weigh 1.5 million pounds, Mr. Zegler said.

The Chesapeake 1000, which was built in 1972 and is owned by Donjon Marine of Hillside, N.J., was used more than 20 years ago for another project over the F.D.R. Drive at NewYork-Presbyterian Hospital, Mr. Zegler said.

Hoping to minimize traffic problems, the 50-foot-wide prefabricated structures will be transported by barge from Keasbey, N.J., and lifted one by one onto the building’s foundation, Mr. Zegler said. Moving the structures over the highway will be done during overnight hours this summer.

At 12:15 a.m. on Wednesday, the crane raised the metal structure about 30 feet in the air, and the barge moved out from under it and headed back to Keasbey.

About 20 minutes later, the F.D.R. Drive was closed to traffic and the Chesapeake 1000 began to rotate the metal structure 90 degrees, perpendicular to the F.D.R. Drive, and placed it on three columns.

The construction began in September and is expected to be completed in 2019.

The F.D.R. Drive will be closed from 12:30 to 4:30 a.m. for each lift operation, between 61st and 96th Streets, in both directions. The East River Esplanade will be closed to pedestrian traffic between 63rd and 71st Streets. The Transportation Department offers alternate routes on its website.

Newtown Creek ferry system wins L train alternatives competition, beating out

floating tunnel on East River

BY DAN RIVOLI

NY DAILY NEWS

Updated: Wednesday, June 15, 2016, 7:50 PM

Imagine riding a ferry, enjoying the industrial views of Newtown Creek along the Brooklyn-Queens border as a way to get around without the L train.

One team of engineers and designers did — earning a \$1,000 prize at a competition for the best way to move people around when the Canarsie tunnel closes in 2019 and severely disrupts L train service between Manhattan and Brooklyn.

The contest, hosted on Sunday by the Van Alen Institute, a design nonprofit, attracted teams who devised fantastical travel options to replace the L train.

Far-out and ambitious ideas included a half-mile translucent tunnel floating in the East River; closing 14th St. to car traffic for cyclists and pedestrians; and an all-access pass to let travelers seamlessly switch between bikes, car-service apps, buses and ferries.

“There’s always a few wild cards in these competitions, but I also think they are important too,” said David van der Leer, director at the Van Alen Institute.

The winning design, called Transient Transit, imagines small, fast ferries cruising down Newtown Creek and onto the East River. To get to the creek from east Brooklyn, the team proposed using a ground-level Long Island Rail Road freight track that runs along the L train’s path.

“If we were to look at Newtown Creek as a forgotten piece of New York’s historical waterway, it could be a really beautiful experience for the daily commuter, instead of being submerged underground,” said Dillon Pranger, 26, an architectural designer at Kohn Pedersen Fox, and a member of the winning team.

Though Newtown Creek, a toxic Superfund site, would need to be cleaned up, mechanical engineer Youngjin Yi, who was on the team, said it could bring new life to the area.

“I think it could be seen as an opportunity for expansion and change, not just as solving a problem for a short amount of time,” she said. “We hope that it presents options for New York to grow as well.”

The Van Alen institute is looking for ways to commute when the L train stops running into Manhattan.

(JOHN MINCHILLO/AP)

A Newtown Creek ferry system won the competition. (ANDREW BURTON/GETTY IMAGES)

Opinion

Buffalo News

Ohio's pollution-control effort won't do enough to reduce the growth of dangerous algae

June 15, 2016 -

Ohio, upstream and upwind from Western New York, is causing a problem. It needs to be more committed to dealing with it, and that probably requires the help – or supervision – of the federal government.

New York has paid a price over the years for its geographic location at the receiving end of Ohio's pollution. Acid rain pelted our lakes and forests, deadening some in the Adirondack wilderness. Agricultural runoff from Ohio poisons Lake Erie, creating toxic algae blooms that are moving ever closer to Buffalo where, without intervention, they may eventually threaten the water supplies of many municipalities. It has to stop, not just for New York's sake, but for Ohio's, Pennsylvania's and Ontario's.

It is, literally, a growing problem that has commanded the attention of environmentalists and at least one state government leader from Western New York. "Buffalo is dependent on Lake Erie for our drinking water," Assemblyman Sean Ryan, D-Buffalo, said last week. "If the toxic algae blooms continue to spread, Buffalo and Western New York could be at risk. It is clear that Ohio has not gone far enough, and New York is threatened by Ohio's inadequate plan."

That's why Washington – or the federal courts – will have to be involved. It's an appropriate place for Washington to intervene, given that one state's policies on the waterways and the air can play havoc with those of others. Ohio has frequently been slow to acknowledge its role in causing environmental harm to its neighbors.

Indeed, it was a federal judge, based in Ohio, who in 2003 forced a power company, Ohio Edison, to comply with pollution control laws, despite White House resistance. The ruling was seen as a victory for those who cared about reducing acid rain and asthma in New York.

It would be better if something similar was ultimately unnecessary in dealing with the algae blooms that are partly a consequence of climate change, but also of fertilizer runoff in a comparatively shallow lake. But it's a deadly serious problem that has to be resolved.

In 2011, poisonous blue-green algae spread nearly 120 miles, from Toledo at the western end of the lake to past Cleveland. It contributed to an expanding dead zone at the bottom of the lake, slashing fish populations and creating a cascading effect on the multibillion-dollar Great Lakes tourism industry as well as Western New York's developing "blue economy."

These blooms are moving ever closer to New York, a few years ago reaching as far east as

Presque Isle Bay in Erie, Pa. Ohio needs to do more for everyone's sake, and Washington should be ready to ensure that it does.

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